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BIRTHS.

On the 13th July, 1900, at 18, Boone Road,
Shanghai, the wife of Neil C. Brown, of a son.
On the 18th July, 1900, at No. 7, Seward Road,
Shanghai, the wife of J. G. de Souza, of a daughter.
On the 15th July, 1900, at Shanghai, the wife of
P. E. Carneiro, of a son.
On the 16th July, 1900, at 30, Quinson Road,
Shanghai, the wife of R. D. Warr, of a daughter.
On the 23rd July, at 41, Morrison Hill Road,
STEWART WILLIAM GOGGIN, late Captain of the
steamer *Honam*, aged 57 years. [2075]
On the 14th July, 1900, at the General Hospital,
Shanghai, of failure of the heart, GEORGE HANSEN,
late of the *Honam*, aged 48 years.
On the 15th July, 1900, at his residence, 17,
Chauvigny Road, Shanghai, ROBERT WATSON
MUSTARD, aged 61 years.

The Daily Press.

HONGKONG, July 25th, 1900

The political situation in China grows
hourly more perplexing and unsatisfactory.
The fate of the inmates of the Legat on at
Peking is still shrouded in uncertainty, and
the statements on the subject, notwithstanding
the suspense felt by the nations repre-
sented, remain as vague as ever. On the
one hand we are asked to believe dubious
telegrams which represent the foreigners at
Peking as being alive and well on various
dates, the 8th, 9th, 11th, 18th, 21st instant;
and on the other hand we are bidden to
mourn them as dead, since otherwise they
would have found some means of communi-
cating with the outside world subsequent to
the despatch of Sir ROBERT HART's last mes-
sage. If the nine hundred or so foreigners who
were shut up in the Legations on the 1st inst.,
then threatened by a howling mob and the
Imperial troops, undergoing all the horrors
of a siege in the centre of a rabidly hostile
population, still indeed survive, then some-thing very wonderful must have happened
to have given them succour. It is possible
that the usurping Government may, at the
last moment, have become alive to the enormi-
ty of the crime they were about to sanc-
tion, and have delivered the besieged from
actual annihilation by making them captives.
Indeed one Chinese report states that
Prince CHING rescued the Ministers and
carried them to his yamen, but this
statement lacks confirmation. If it really
is the fact, why does not this same Govern-
ment allow the captives to send assurances
of their safety to their respective Govern-
ments, and put an end to the veritable hor-
ror of suspense that now holds them? If
the Emperor KWANG HSU were ruling he
would assuredly have done this, no matter
how his feelings might have been moved by
patriotism. It is stated that His Majesty
has appealed to the Presidents of the French
Republic and of the United States and to
the Emperor WILLIAM II. to mediate for
him with the Powers, and has promised that
the murderers of Baron von KETTERER shall
be condignly punished. This appeal is
somewhat heartening, and it is obviously fore-
doomed to failure, inasmuch as the mystery
is still unexplained, the unprovoked murder
of the German Minister unexplained, and
the Chinese troops still waging
war against the Powers. Moreover, it is
also a matter of doubt as to what is
meant by the words "Chinese Government,"
and "Emperor of China." What does the
Chinese Government consist of? Is it still
an Emperor, an Imperial Council, and seven
Boards? What has become of the Tzu-
li Yamen? Are these Boards still in exist-
ence? Do they still serve the Empress
Dowager, and does the old lady still govern
in the name of the practically deposed
KWANG HSU? Is that monarch still alive, or
is he, as reported, dead and is some creature
of the usurping faction personating him?
Is it true, as has been alleged, that Prince
TUNG is the virtual ruler of China? These
are questions the Treaty Powers will want
to have answered before they treat with any
Chinese Government. The Powers must feel
that they cannot accept the assurances or
the guarantees of the Chinese Ambassadors
accredited to them, who are the mere tools
of the Peking Authorities. To treat with
these authorities—if they decide ever to treat
with them again at all—it is essential that
the Western States shall penetrate to the Chi-
nese capital, and obtain the true answer to
all the many painful queries that are now
being asked. It should not be forgotten, in
considering what amount of credibility may
be given to the Chinese official telegraphic
assurances of the safety of the foreigners in
Peking, that during the Chino-Japanese
War the very frequent and copious Chinese
telegrams from the seat of war proved to be
one tissue of most unblushing lies, and that
every reported victory proved when the facts
came out, to be either a defeat or a disgraceful
rout. If the Powers retain their common-
sense they will absolutely refuse to listen to any
representations from the Chinese at all, un-
less accompanied by an assurance from some
one of the Foreign Ministers, and in his own
handwriting, that the inmates of the Lega-
tions are alive and safe. In any case, we im-
agine, the Powers will with one accord agree
that never again shall Peking be the seat of
Government in China. The views on this
subject expressed by Mr. FREEMAN MITFORD
are very much to the point, and it is satis-
factory to find so great an authority as *The*
Times referring with favour to his sugges-
tions. Meantime, as we have said, there is
a doubt which has to be settled one way or
the other as to the fate of the Ministers and
the Legations, and it is galling to think that
we shall probably have to await the entrance
of foreign troops into Peking before we can
obtain authentic intelligence of what has
happened there since the 30th June. It is
most intolerable that, although Peking is
still in communication with Chefoo, and
thence by wire with the world, we cannot
yet secure one short reliable telegram or
message to bring to a termination this most
miserable state of doubt which now hangs
over the fate of those who are said to be
cooped up in Peking at the mercy of a
savage and shiftless foe.In the 24 hours preceding noon yesterday
there were reported four fresh cases of plague
and four deaths.We regret to have to record the death of
Captain S. W. GOGGIN, late of the Canton
steamer *Honam*, on the 23rd instant, at the age
of 57 years. Captain GOGGIN was for many
years in the service of the Hongkong, Canton
and Mincow Steamboat Company, and was well
known and highly respected by Hongkong and
Canton residents.A shopkeeper at Shaukiwan was yesterday
charged with carrying ammunition without a
permit. A constable found him in Bonham
Strand with 300 rounds of ammunition. It
was made clear that the man was taking the
ammunition to a junk for the purpose of selling
it to the people on board in a legitimate
manner. Under the circumstances the man
was only fined \$10, the ammunition being
forfeited.The transport *Ballaarat* left the harbour
yesterday for Taku. The Dutch cruiser *Piet-
Hein* left for Tientsin.We are informed that a Chinaman was seen
yesterday forenoon in Praya Central carrying
a long ladder and a basket with white and black
paint, climbing the doors of the various pre-
misses, effacing the old numbers and painting
up new ones (by whose authority, we do not
know)—for instance, the office of a well known
firm was altered from No. 16 to 17. It would
be well, says our informant, for those concern-
ed, to notify the Post Office of this sudden change,
otherwise their letters and newspapers may
either miscarry or be delayed.The *Tai-ko-mare*, which is being built at the
Mitsui Bishi Yard at Nagasaki, is reported to be
almost completed. Her tonnage is about 2,300
her guaranteed speed 12 knots, and her cost is
estimated at ¥330,000. The steamer is one of
the four vessels ordered by the Osaka Shosen
Kaisha for the Yangtze service. It was expected
that the official trial trip would be made on or
about the 20th inst. Accommodation has been
provided chiefly for Chinese passengers. The
first-class berths are on the upper decks, and
the second-class on the lower deck. A separate
bunk is provided for each third-class passenger.At the Magistracy yesterday a German was
charged with trespassing within the limits of
Belchers Fort on Monday morning. The
defendant was found wandering about the land
opposite the fort across Pokfulam road and
given into custody. He said he did not know
he was trespassing in a fortification or he would
not have gone there. There was no notice-board
up. Lieutenant Paine informed his Worship
that he did not think the man was there for
any unlawful purpose. He had possibly been
misled, as there was no notice board up to
show that he was on War Department property.
The man was discharged with a caution. We
understand that notices are to be put up forth-
with.Captain P. H. BOLLÉ, of the s.s. *Yuen-sang*,
appeared at the Magistracy yesterday for
the purpose of giving evidence against a couple
of Chinamen who had been found on board his
ship with intent to obtain a passage thereon
without the consent of the owner. He found
them on board when on a trip from Hongkong
to Manila and brought them back to Hongkong
with him. On the day the boat left Hongkong
a search was made, but no one was found on
board except those who had a right to be there,
and the defendants must have come aboard sub-
sequently. The captain had been unable to
discover who had been the means of stowing the
defendants on board. The defendants were each
fined \$25, or a month.A Chinese seaman named Chu Tai Ching,
employed on the *Pakhoi*, was charged with dis-
orderly conduct. It appears that at about seven
o'clock on Monday night a lukong was near the
Canton wharf when he saw the defendant look-
ing at some games. He then began to make a
noise, and on being asked what was the matter
he replied that he had lost tons of dollars and
commenced to cry and lament over his loss.
The man then attempted to jump into the
harbour, but was stopped by the lukong, who
took him into custody—His Worship: Where
did you get the money which you lost from?
The defendant: I borrowed it from my friends.
His Worship: What do you say about at-
tempting to commit suicide?—The defendant:
After I had lost my money I wanted to commit
suicide.—His Worship: You must not do that;
it is against the law.—The defendant (weeping):
I have lost all my money, and I cannot live in
the world.—The defendant was bound over, in
the sum of \$50, to come up for judgment when
called upon. The boatman undertook to see
the man on board the *Yuen-sang*.Two of the men concerned in the armed ro-
bery on a sampan in Kowloon Bay on the 21st
June were brought before Mr. Hazeldan at the
Magistracy yesterday afternoon. Mr. Bowley,
(Crown solicitor) said that the charge was really
armed robbery, but as the old man who was
in the sampan and who was badly wounded by
the prisoners had since died he ordered that the
charge might be amended to one of wilful mur-
der. This was accordingly done.—The de-
fended's widow said that her late husband was
the owner of rowing boat No. 291. He was
73 years of age and was blind. Besides herself
and her husband, there were in the boat her
daughter-in-law, grandson (aged nine), and
grand-daughter (aged three). On the morning
of the 21st June, while the boat was
lying at Hung Hom wharf, three men in-
cluding the two prisoners, came up and engaged
the boat, and were taken across Kowloon
Bay to Sai Toi Wan. Here the men land-
ed. They returned in about half an hour, and
the boat was headed towards Hung Hom.
When in the middle of the bay, the first prisoner
grasped the man not in custody got up. The
man not in custody walked across to her hus-
band, and produced two choppers and began
to chop the old man. The first prisoner
walked up to her daughter-in-law and caught
hold of her. He had a chopper in his hand.
The second prisoner, who had no knife in his hand,
caught hold of witness and pressed her head
down. Then the man not in custody struck her
twice on the head with a chopper. Her grand-
daughter was chopped in the face by the same
man. She and her grand-daughter were drag-
ged into the hold by the first prisoner and the
man not in custody, and then her husband
and daughter-in-law, and grandson were thrust in.
The three men then ransacked the boat and
subsequently went away. Her husband was
removed to the Hospital and had since died.
Other evidence was given and the further hear-
ing was adjourned.H. M. torpedo destroyer *Hart* left Shanghai
on the 18th inst. The Dutch cruiser *Holland*
arrived the same day.The U.S. battleship *Oregon*, which recently
ran ashore near Chefoo, passed Moji at 9 a.m.
on the 16th inst. and has arrived at Kure, where
she is docked for repairs.A Russian transport on the way from Vlad-
ivostok to Port Arthur is reported in a Seoul
despatch to have gone aground off Fusan on the
night of the 14th inst. All the crew were saved
but it is reported that there is little prospect of
the steamer being refloated.The *Kobe Chronicle* says:—"Hongkong
should be confident and happy. During the quar-
ter ended 30th June, Mr. Will, Acting Govern-
ment Analyst, examined under 'The Sale of
Food and Drugs Ordinance, 1896,' 2 samples
of whisky, 1 of rum, 1 of port wine and 2 of
milk, and found them all to be genuine. Oh for
an active Public Analyst in Kobe!"Mr. R. W. Mustard, whose death is an-
nounced from Shanghai, although of compara-
tively middle age, says the *N.C. Daily News*, has
for many years been connected with the sub-
stantial business prosperity of Shanghai. He
had been in failing health for some time, but
the announcement of his death moves the
dearest sorrow of his many friends, as memory
recalls a life of real merit. Mr. Mustard was
a native of the State of Delaware, and was
known and esteemed by the leading men of that
State. He was an honest man, a faithful
friend, and a patriotic American citizen.Four new Japanese men-of-war constructed
abroad are expected to arrive in Japan before
the close of the present year. The first-class
cruiser *Yakumo* (9,800 tons), built at Stettin,
has already left Plymouth on her way home;
the battleship *Asahi* (15,447 tons), built in Eng-
land, was to leave for home on or about the 20th
inst.; and the first-class cruiser *Azuma* (9,436
tons), constructed in France, is to leave there
by the end of this month. The armoured
cruiser *Izumi* (9,206 tons) is now being built in
England and will be sent home some day in
November next. A displacement of 44,600 tons
will therefore be added to the Japanese Navy by
the end of this year.The following is a letter written by Li Chi-
kao, third son of H.E. Li Hung-chang to his
cousin, Li Sing-wa, in Shanghai:—"A tele-
graphed Imperial edict has been received hasten-
ing the departure of my father up North. Those
at Peking seem to be greatly repentant and
filled with fear. They have telegraphed to the
sovereigns of the various Powers acknowledging
China to be in the wrong and praying for a
suspension of hostilities. But heavy reinforce-
ments are already on their way here, whilst from
Japan 20,000 men will have arrived at Taku in
a day or two. Whether the Powers will consent
or not to stopping of hostilities and negotiate
for peace seems to be absolutely uncertain. My
father intends to go up to Shanghai and there
see what sort of a reply the Powers will have
given (to the Peking Appeal), and then decide
as to his future course. I will let you know
when he starts (for Shanghai)."Dr. G. E. Morrison, the *Times* correspondent
at Peking, and now one of the prisoners in the
Chinese Capital, is an Australian. His native
town, Geelong, is some forty miles south of
Melbourne, and he spent last Christmas there
on a flying visit, resuming his post in Peking
at the beginning of February. But he has
emerged unscathed through so many perilous
adventures during the thirty-eight years that
he has spent on this planet that the chances
are all in favour of his escape. When only
twenty-one he led the *Melbourne Age* exploring
expedition into New Guinea, where he
received a spear in his side, the head of which
remained in his anatomy until he came to Edin-
burgh to complete his medical studies. Other
expeditions were his solitary tramp of two
thousand miles from end to end of Australia,
and his cruise of the Pacific in a Queensland
Kanakra-recruiting schooner as a common sailor.
He was also the hero of a walk from Peking to
Bhamo.The new *Hanai* paper *L'Indo-Chine*, after
speaking of the French preparations in view of
the trouble in the North, goes on to say in an
editorial note:—"No doubt England wishes she
could do as much. She is, as a matter of fact,
deus ex petitis solvitur. The Transvaal War
paralyzes all her troops. Ashanti is in full
revolt. India is stripped, and she would find
it difficult to repress a mutiny, should one break
out. She is therefore reduced to the use of her
fleet alone, at a moment when grave issues are
being decided in a country where she has great
interests. Unfortunately the progress of naval
construction does not permit ships to take the
place of men on land. This is the reason why
England urges her ally Japan to vigorous action
against China. The other nations will not fall
into the trap, and the Russians especially,
whose sympathy for Japan is not very keen,
know how to put a speedy check on the preten-
sions of these yellow-faces." The first few
sentences of this effusion might have been writ-
ten by the most ill-informed alarmist in a sen-
sation-seeking home paper—while the end is an
instructive parallel to the way in which the ques-
tion the lives of the Peking prisoners has been
subordinated in the north to the most ignoble
national jealousies. Unfortunately the attitude
is not merely that of *L'Indo-Chine*, or it would
not call for attention. It is characteristic of
the recent "harmony."

LATEST STEAMER MOVEMENTS.

The C. P. E. steamer *Empress of Japan*
arrived at Nagasaki at 8 a.m. on Monday, the
23rd inst., and left again at 6 p.m. same day for
Kobe, where she was due to arrive at 9 p.m.
to-day, 24th inst.
The P. & O. Company's hired transport
Nankin left Bombay last Sunday afternoon,
the 22nd instant, for this port.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 24th July, 7.42 p.m.

NO AUTHENTIC NEWS—CHINESE
OFFICIALS AFFIRM SAFETY OF
MINISTERS.There are endless reports current, but no
authentic news. The Chinese officials are
very anxious to persuade the Consular body
that the Ministers in Peking are still alive
and that punitive measures should be post-
poned as long as possible.SATISFACTORY REPORT FROM
TIENTSIN.All is quiet at Tientsin, and the country
people are returning to their villages round
the town.

London, 23rd July, 7.50 p.m.

THE PEKING PRISONERS—BRITISH
GOVERNMENT WANTS DOCUMEN-
TARY EVIDENCE.Mr. George Wyndham stated in the
House of Commons that the Government
is unable to give credence to Chinese state-
ments and deprecates unless they are fortified
by dated letters from Sir Claude Macdonald
or a telegram in the British official cypher.THE SITUATION IN PEKING—I.M.C.
STAFF SAFE ON THE 21ST.We are reliably informed that a telegram
has been received from the Commissioner of
Customs at Chefoo, stating that on the 21st
instant he received a wire from the Governor
of Shantung that the Inspector-General of
Customs and his staff were safe.THE WAR IN SOUTH
AFRICA.

London, 23rd July, 7.50 p.m.

GENERAL BROADWOOD ACTIVE.

General Broadwood reports a sharp fight
at Palmetfontein on the 19th inst. Dark-
ness prevented any pursuit of the enemy.
He is marching on Roodeval. He believes
that Steyn and De Wet are accompanying
the Boer commando.

SOME BOER SUCCESSES.

The communications with Pretoria have
been cut. General Kelly-Kenny reports
that a supply train with a hundred High-
landers has been captured north of Honing-
spruit.

REUTER'S SERVICE.

London, 22nd July.

THE WAR IN SOUTH AFRICA.

Lord Roberts reports from Pretoria, 21st inst.,
that the third brigade encountered Commandant
De Wet's escaped force on the 19th inst. near
Lindley. The enemy was repulsed and broken
up into two parties. The British casualties
were slight.

PEKING REQUIEM SERVICE

POSTPONED.

The Requiem Service at St. Paul's Cathedral
has been postponed owing to the uncertainty of
the news of the Peking massacre.

THE QUEEN'S PRIZE.

The Queen's prize was won by Private Ward
of the 1st Devon with a record score of 341.

London, 22nd July.

THE CHINA CRISIS.

The Emperor of China has telegraphed to
President Loubet, the Emperor William and
President McKinley, asking their benevolent
assistance in terminating the present situation;
and expressing his regret to the German Em-
peror for the murder of Baron von Kettler by
the rebels whom he promises to punish.

THE WAR IN SOUTH AFRICA.

Lord Roberts reports from Pretoria, 22nd
inst., that the enemy surrounded and made a
determined attempt to destroy the railway,
thirteen miles to the east of Heidelberg, but
the garrison, consisting of two Companies
of the Durban, Engineers, and Yeomanry, skill-
fully repulsed the attack.No news has been received from Generals
Broadwood or Hunter.The Boers have wrecked a train, between
Krugersdorp and Potchefstroom which was
conveying two officers and twenty one sick
men.

THE CRISIS IN CHINA.

TIENTSIN.

CAPTURE OF THE NATIVE CITY.

The special correspondent of the *N.C. Daily
News* gives the following details of the capture
of Tientsin native city:—

Tientsin, 14th July.

Tientsin native city has been captured. Dur-
ing the whole of last night the allied forces
barricaded, and this morning the successful
attack was made. There were concerned in
this matter some eight thousand troops. Of
these the British, American, and Austrian
troops were under General Doward, and the
French under Colonel de Placot, and the
Japanese under General Fukushima, al-
together four thousand men; and on the other
side of the city the Russians and Germans also
numbering four thousand.In the darkness the allied line moved out
and forward, and finally lay down under the
city wall. Cover was good, and the heavy fire
of the Chinese through the night was little
more than a waste of ammunition. Before the
day broke a party of Japanese snipers crept
cautiously to the south gate, while the troops
behind them waited for the signal. This came
with a flare and a dull crash, and the men
sprang forward at a run. They poured through
the wicket gateway, the Japanese having the
honour of being the first to enter the city.The British ran straight on through the nar-
row ways, in the hope of capturing such things
as might be useful as transport in the advance
on Peking which is to come. One river steamer
and about two hundred junks fell to them. The
Japanese share was one million taels of silver,
which they found in the Chinese government
treasury, and handed over to the care of the
Americans. The Russians captured eleven
guns, but failed to take the fort in the north-
east of the city. They had decided to do it on
the following day, but the Japanese forestalled
them by taking it shortly after noon.

PENALTY OF VICTORY.

The losses of the allies in this brilliant affair
—which reflects credit on all alike—were unex-
pectedly heavy. They totalled 775 killed and
wounded.Of these the British lost fourteen killed,
including Lieutenant Olivant, 1st Chinese
Regiment, and ninety-one wounded; the
Americans, forty killed, and 125 wounded; and
the Japanese, six officers and fifty men killed,
and 150 wounded.And now foreign flags fly triumphantly over
the captured city—a great part of which is
burning. It has been divided into sections.
The British take the north-west, the Japanese
the north-east, the Americans the south-east,
and the French the south-west. Colonel Bower
is the administrator of the British section.

OTHER DETAILS.

This capture secures the settlements of Tien-
tsin against the continual shelling which has
gone on for so long.The fires caused by shells in the city are still
burning, but it is hoped to put them out shortly.
The fighting altogether lasted for sixteen
hours.It is impossible to estimate the Chinese losses.
Their forces probably numbered 25,000 Boxers
and 10,000 Imperial troops.

AN AUTHENTICATIVE CRITICISM.

This war gives an interesting opportunity of
comparing the troops engaged. I have it from
a high military authority, that he considers the
Japanese fighting with great dash, but that
their uniforms and movements are both anti-
quated. Against such an enemy as the Boers,
he says, they would be wiped out. He added
that much the same criticism applied to the
Russians. He considers that the British army
is equalled only by the German.

JAPANESE OFFICIAL REPORTS.

THE CAPTURE OF TIEN-TSIN ARSENAL.

Tokyo, 16th July.

The following report from Captain Yama-
shita, the second in command of the cruiser
Kasagi, who is commanding the Japanese
marines at Tientsin, has been received by the
Japanese Government. The telegram is dated
the 13th inst. at Chefoo:—At 5 a.m. on the 8th inst. the enemy at-
tacked the Foreign Consulates at Tientsin. At
9 a.m. the Allied forces placed two guns in the
vicinity of Hachiraitai, about 2,500 metres south
of the West Arsenal, and shelled the enemy,
who were repulsed by noon.Twelve Japanese field pieces, four British
twelve-pounders, one six-pound quick-firer, four
Indian field pieces, six French Tonic mountain
guns, and four 12 c.m. guns, landed from the
British battleship *Terrible*, were placed in posi-
tion.On the afternoon of the 8th inst. the Allied
forces, consisting of Japanese, British and
Americans, advanced to the south-west of the
Foreign Consulates, clearing away the Chinese
troops and Boxers, and making preparations to
attack the West Arsenal.At 3 a.m. on the 9th the forward movement
of the Allied forces commenced. It was ar-
ranged that 1,300 Japanese troops, with six
guns, and 900 British, with four guns, should
make a direct attack, while 400 Russians and
149 Japanese marines landed from the *Sama*,
Kasagi and *Tanagaki*, with 100 American blue-
jackets, were to advance at an opportune time
and attack the Arsenal from the flank.The Japanese advanced from the Liangyen
Gate, the British troops forming the right wing,
and after clearing out the Boxers an attack
was made on the Chinese troops on the mas-
sacre, which was scamped and four guns cap-
tured. The Allied forces then advanced to-
wards the West Arsenal. At 8 a.m. the Japa-
nese marines entered the Arsenal, followed by
the American marines and the Japanese troops,
and a hot fire was directed on the flying Chi-
nese. The houses in the proximity of the
Southern gate were first set on fire by the
Japanese and British artillery, and a fierce
onslaught was made on the Castle and the
Arsenal, which were thus captured.Soon after the Arsenal had been taken, a
conference was held by the British and Japanese
commanders, and the question whether the
Arsenal be destroyed or not was considered.
At first it was decided to preserve it, but as the
building had no roof and was accommodation for
quartering the troops, it was afterwards decided
to burn it down. The troops were accordingly
withdrawn.

"During the attack on the Arsenal, one Japanese warship named Ishizuka was severely wounded in the head by a rifle bullet.

"On the morning of the 10th the Chinese troops and boxes again attacked the Foreign Concessions. During the fighting, Captain Takahisa was killed and two Japanese Cavalry Ensigns were wounded, besides a number of the rank and file.

THE FIGHTING AT TIEN-TSIN STATION.

Tokyo, 16th July.

The following telegram from Chiefo, dated the 15th inst., has been received by the Naval Department:—

"At 3 a.m. on the 11th inst. the enemy approached the vicinity of the Railway Station at Tientsin, and commenced within 50 metres of the line of march of the Allied forces. The Japanese, British and French, who were guarding the Station were exposed and sustained heavy losses. One company of Japanese infantry lost all its officers, and more than 70 of the rank and file were killed or wounded. The French lost about 60 killed or wounded. Hundreds of Chinese were shot down. About 6 a.m. the Chinese entered the neighbouring dwelling-houses, and continued firing, but did not advance. Firing stopped about 8 a.m. The British losses were comparatively small."

THE CAPTURE OF THE NATIVE CITY.

Tokyo, 16th July.

The following telegram from Chiefo, dated the 15th inst., has been received by the Naval Department:—

"According to a report from the German commodore, which is said to have been received by the Russian officers from Tientsin, at daylight on Saturday, the 14th inst., the Allied Forces of Japanese, British and Americans attacked the native city at Tientsin from one direction, and the Germans, Russians and French from the other. The Japanese troops captured the city.

"The casualties of the Allied Forces amount to 600 killed and wounded."

DESPATCH FROM BARON NISHI.

Tokyo, 16th July.

The following message from Tientsin, dated July 15th, at 7.30 a.m., has been received at the Naval Department:—

"A despatch from Baron Nishi, Japanese Minister at Peking, addressed to Captain Mori at Tientsin, has been brought by a Chinese messenger, who left Peking on the 30th June and arrived at Tientsin on the 12th inst. This despatch states that the situation at Peking was extremely critical. The Chinese Imperial troops were besieging the foreign Legation and bombarding them continually with guns and using explosives day and night. The members of the Legations and the Legation guards were doing their utmost against their assailants, but ammunition had fallen short, and the danger was hourly pressing, that the foreigners would be all massacred. It was earnestly desired that the relief force should soon arrive.

"The messenger further stated that the Ministers and other members of the Legation of all countries were assembled in the British Legation, which was being attacked day after day by the troops under Tong Fu-shao and others. He feared that there would be no means for obtaining a supply of food after the 1st inst."

MANCHURIAN AFFAIRS.

AN UNFRIENDLY VICEROY.

A correspondent of the N.C. Daily News writing of Manchuria, says that the present Viceroy is the first to show himself distinctly unfriendly to foreigners. He is a Manchu of the Manchus, and there is no doubt that he is carrying out in Moukden the reactionary policy of the rebel Prince Tuan. Since his appointment as successor of the late Viceroy, Ito-tung-a, a vast army has been raised and drilled in Lower Manchuria. It is known that he has been busily engaged preparing plans for the defence of Moukden since the China New Year, assisted by a foreign military officer. When the Boxer placards were exhibited on the city gates warning foreigners of their approaching doom, the Viceroy allowed them to remain. He published under his own seal, a telegram, from the Lieutenant-General of the troops at Shanhaiwan, rejoicing over what was described as a glorious victory for the Chinese arms. Two thousand Christians had been killed and the foreign fleet sunk at Taku! Two days later fifty armed men marched in broad daylight to the largest Protestant church in Moukden and burned it. The Viceroy had a hundred thousand troops at his command, and yet not a hand was raised to hinder those incendiaries. Ten minutes would have sufficed to bring him in person to the scene of the outrage. He neither came nor sent. An hour elapsed before the hospitals and mission houses were attacked.

The Roman Catholic cathedral held out for two days. Appeal after appeal was made by Bishop Guillon for help. The Viceroy took no notice of these appeals. Why should he? The whole diabolic business was carried out under his patronage, if not at his direct command, and carried out by a few fanatics, aided by his soldiers and the rabble. They did their worst with a thoroughness that surely must have been gratifying to their Viceroyal master—and when Moukden was swept clean of all things foreign he blessed the fanatics, and, so it is said, shot them and crowned them, put a sword in their hand and some strings of cash in their wallet, and sent them further to carry on the work of foreign expulsion in other places. Since then Liangyang and Haicheng have been visited, Russian houses and work shops levelled to the ground, and a few more hospitals and mission houses looted and burned. Probably they will avoid Newchwang. They are wiser than we think they are if they do.

ITEMS.

RUSSIAN TROOPS FOR PEKING.

L'Echo de Chine of the 18th inst. announces that in addition to 12,000 Cossacks, 20,000 Russian Infantry are marching from Vladivostok to Peking.

SHANGHAI DOCTOR FOR THE FRONT.

The C. M. S. Hagan, which left Shanghai on the 18th for Taku, took with her Dr. H. E. Keylock, who was telegraphed for recently by Col. Doward. He goes to Tientsin as Veterinary Surgeon to the British forces, and will accompany the troops in their movements. Dr. Keylock's experience as Lieutenant of the Shanghai Light Horse, says the N.C. Daily News, and his splendid horsemanship are but two of the qualifications outside his professional ability—which will make him valuable.

HAIR PRESERVED AND BEAUTIFIED.

The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oily matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation of a lustrous growth. Also in a golden colour for fair and golden-haired ladies and children. Ask Storekeepers and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London. [1432-1]

SUPREME COURT.

25th July.

IN APPELLATE JURISDICTION.

BEFORE HIS HONOUR SIR JOHN W. CARRINGTON, C.M.G. (CHIEF JUSTICE) AND HIS HONOUR T. SERGEANT SMITH (ACTING PRINCIPAL JUDGE.)

IN THE MATTER OF THE MAN ON INSURANCE COMPANY, LIMITED.

This was the hearing by the Full Court of a petition by Ho Tung for leave to appeal to the Privy Council against the Judgments of the Courts delivered on the 3rd July.

Mr. Slade (instructed by Messrs. Wilkinson and Grist) appeared for the petitioner Ho Tung and J. J. Francis, Q.C. (instructed by Messrs. Deacon and Hastings) appeared for the Man On Insurance Co., Limited, to oppose the granting of the petition.

The petition was as follows:—1.—Your Petitioner was on the 29th day of January, 1900, filed a notice of motion herein in this Honourable Court in its Original Jurisdiction for the rectification of the register of the above-named Company by removing therefrom the names of certain persons in respect of eleven shares in the said Company and substituting therefor the names of the Petitioner as the holder of the said shares, the said Company having refused to accept the transfer of the said shares to your Petitioner.

2.—Your Petitioner was on the said date and still is the sole beneficial owner of the said eleven shares, which are of the present market value of \$1,034, equal to £120 17s. 3d. at the present rates of exchange.

3.—On the 5th day of February, 1900, the said motion came on for hearing before His Honour the Chief Justice and a rule nisi ordering the said Company to show cause why the said register should not be rectified as prayed was granted.

4.—On the 16th and 17th days of February, 1900, the said Company showed cause before His Honour the Chief Justice and on the 26th day of February, 1900, judgment was delivered and the said motion dismissed.

5.—On the 7th day of April, 1900, your Petitioner filed a notice of motion in this Honourable Court in its Original Jurisdiction for the rectification of the register of the said Company by removing therefrom the names of certain persons in respect of 108 other shares in the said Company and substituting therefor the name of your Petitioner as the holder of the said shares, the said Company having refused to accept the transfer of the said shares to your Petitioner.

6.—Your Petitioner was at the said date and still is the sole beneficial owner of the said 108 shares and the said shares are of the present market value of \$10,152 equal to £1,200 18s. 3d. at the present rates of exchange.

7.—On the 26th day of April, 1900, the said second mentioned motion was directed by His Honour the Chief Justice to be heard by the Full Court.

8.—On the 2nd day of May, 1900, your Petitioner filed a notice of motion by way of appeal against the judgment of this Honourable Court in the said first mentioned motion, and on the 4th day of May, 1900, on the application of your Petitioner it was ordered by the Full Court that the hearing of the said appeal should stand adjourned until after the said second mentioned motion had been finally heard and determined, or until further order of this Honourable Court.

9.—On the 31st day of May, 1900, upon motion made to the Full Court, consisting of Their Honours the Chief Justice and the Acting Principal Judge, on behalf of the said Company, it was ordered that the said second mentioned motion be stayed until the further order of the Court on the grounds that the said second mentioned motion was frivolous and vexatious and an abuse of the process of the Court, as being made upon precisely the same grounds in law as had already been decided by His Honour the Chief Justice in the said first mentioned motion and it was stated by His Honour the Chief Justice that such further order would not be made unless your Petitioner was successful on his said appeal against the said judgment of His Honour in the said first mentioned motion.

10.—On the 8th day of June, 1900, the said appeal was heard by order of this Honourable Court in the Appellate Jurisdiction, dated the 2nd day of June, 1900 and on the 3rd day of June, 1900, judgment was delivered. His Honour the Chief Justice affirming his previous judgment and His Honour the Acting Principal Judge holding that such judgment should be reversed, whereupon the said appeal was dismissed.

11.—By the said judgment of this Honourable Court in its Appellate Jurisdiction it is decided that the unsigned document purporting to be Articles of Association of the said Company improperly accepted by the Registrar of Companies and put by him upon the Register of the said Company is the Articles of Association of the said Company and that the regulations contained in Table A of Ordinance No. 1 of 1865 are not the regulations governing the said Company.

12.—In consequence of the said judgment your Petitioner is unable to obtain the legal title to the said 108 shares as well as to the said eleven shares owned by him as aforesaid by the substitution of his name in the Register of Shareholders of the said Company for the names of the persons at present registered as owners of the said shares.

13.—The present market value of the said shares is altogether \$11,168, equal to £1,125 5s. 6d. at the present rates of exchange and on each of the said shares there is a liability of \$100 in respect of uncalled capital amounting, on the whole of the said shares, to \$11,900, equal to £1,184 at the present rates of exchange.

14.—The said judgment of this Honourable Court in its Appellate Jurisdiction involves your Petitioner's title to property exceeding \$500 in value and the civil right of your Petitioner to have the conduct and business of the said Company in which he is interested as the owner of shares exceeding \$500 in value and having a liability exceeding \$500 governed by the regulations contained in the said Table A in lieu of those contained in the above mentioned unsigned document. Your Petitioner therefore humbly prays.

That this Honourable Court will order that your Petitioner have leave to appeal to Her Most Excellent Majesty in Council from the said judgment of this Honourable Court in its Appellate Jurisdiction. And your Petitioner will ever pray, &c.

The Man On Insurance Company, Limited, filed an answer to the petition as follows:—

1.—That the said Man On Insurance Company, Limited, refused to register the said Ho Tung as the holder of the shares mentioned in the first and second paragraphs of the said Petition on two grounds:—First on the ground that except in the case of four of the said shares the shareholder from whom the said Ho Tung claimed to have purchased the said shares had not complied with the Provisions of Article No. 26 of the Articles of the said Company and Secondly on the grounds that the Board of Directors of the said Company did not consider the said Ho Tung to be a fit and proper person to hold shares in the said Company.

2.—That with reference to the 108 shares referred to in paragraph 5 of the said Petition no proper application was made to the Directors of the said Company for their consent to the transfer of such shares nor were the names of the said shares or the names of the registered holders thereof ever communicated to the Directors. By a letter dated the 16th March last—addressed to the Secretary of the said Company—Messrs. Wilkinson and Grist, the Solicitors for the said Ho Tung, stated that their client had purchased more shares in the said Company and requested to be informed if the Directors still persisted in their refusal to register him as a shareholder. In reply to such letter Messrs. Deacon and Hastings, the Solicitors for the said Company, on the instructions of the Directors wrote to the Petitioner's Solicitors pointing out that, no shareholder having complied with the provisions of Article No. 36 of the Articles of the Company, the Directors could not consider the matter.

3.—The said Company further say with reference to the shares mentioned in the said 5th paragraph of the said Petition that so far as he had acquired any interest in the said shares he, the said Ho Tung, acquired such interest after the date of the Judgment of the 26th February, 1900, in the 4th paragraph of the said Petition mentioned and with full knowledge of the purpose and effect of the said Judgment and solely for the purpose of, if possible, bringing himself within the rules as to appellable value contained in Her Majesty's Instructions for Appeals to Her Majesty in Privy Council from Hongkong and for no other purposes.

4.—Apart from his purchase of the shares in the said Petition mentioned, the said Ho Tung is not now the holder of any shares in the said Company.

5.—The said Company admits the statements in the said Petition to be true and correct, except in so far as they are contradicted or qualified herein.

Mr. Slade submitted that from the facts stated in the petition it was clear that the Judgment of the Full Court delivered on 3rd July involved both directly and indirectly the legal title of the petitioner to the whole of the 119 shares mentioned in the petition, which were, altogether, considerably above the value of \$500, and it also involved a civil right exceeding that amount in value and, therefore, according to the Royal Instructions of the 21st January, 1846, regulating appeals to the Privy Council from the Supreme Court of Hongkong was entitled as of right to leave to appeal.

Mr. Francis for the Company argued that according to the proper construction of the first paragraph of the Royal Instruction it was not necessary before leave to appeal could be obtained that the "sum or matter at issue" in respect of which the Judgment was given should involve the title to property or a civil right exceeding \$500 in value—and that in this case, the Judgment it was desired to appeal against was not the Judgment delivered by the Full Court on the 3rd July, but the Judgment of the Chief Justice delivered on the 26th February last which was affirmed by the Full Court on the 3rd July; and inasmuch as the petitioner was not possessed of more than 11 shares on the date of such Judgment of the Chief Justice, neither the matter at issue nor the said Judgment involved directly or indirectly petitioner's title to property exceeding \$500 in value and therefore the Court have right not to grant leave to appeal, but the petitioner should be left to apply for special leave to the Privy Council.

The Chief Justice said that it was the first duty of the Court in the case to settle what was the correct construction of the preliminary words and the first paragraph of the Royal Instructions regulating appeals to the Privy Council for the Supreme Court of Hongkong. The first paragraph was as follows:—"Every such Judgment, Decree, Order, or Sentence, from which an appeal shall be submitted to us, our Heirs and Successors as aforesaid shall be given or pronounced for or in respect of a sum or matter at issue above the amount or value of \$500 sterling, or shall involve directly or indirectly the title to property or to some civil right exceeding the value of \$500 sterling." The governing words of the paragraph are "Every such Judgment," and there were two conditions laid down with regard to it: (1) That such Judgment shall be given or pronounced for or in respect of a sum or matter at issue above \$500 in value and (2) that such Judgment shall involve directly or indirectly the title to property or to some civil right exceeding \$500 in value.

The appellant in this case had not founded his application on the first, but on the second of these conditions. He said that the Judgment which he desired to appeal against involved both his title to property exceeding the value of \$500, and also his title to a civil right exceeding the value of \$500.

When the Judgment was pronounced by the Full Court on the 3rd July the appellant was the holder by purchase of 11 shares, worth £103. At that date he was also the holder by purchase of 108 other shares, worth £1,000. The question therefore to be considered was whether the decision of the Court on the 3rd July involved the appellant's title to property exceeding \$500 in value. There was no doubt that the decision as to his title to the second set of 108 shares was governed by the decision as to the first set of 11 shares. The Company undoubtedly held the appellant at arm's length with regard to the second set of shares, relying on the Judgment they had obtained with regard to the first set of shares.

The case therefore fell directly within the scope of the second of the two conditions in the paragraph cited. Had the appellant objected to the decision in his favour with regard to the first set of shares he must have also obtained one with regard to the second set. The decision of the 3rd July governed both sets of shares.

The learned Judge stated that it was a question of some doubt in his mind whether, after the primary Judgment had been pronounced, and before appealing against such Judgment, a party was strictly entitled, if he thought fit to do so, to purposely increase his amount of interest with a view to obtaining a right to appeal to the Privy Council so far as the appellable limit of value was concerned. There was no absolute proof in this case that that was what the appellant had done, but a strong inference might be drawn from the facts stated in the petition that the appellant had purchased the 108 shares for that purpose.

His Lordship said he was not prepared to pronounce an opinion on the point. It was one which might possibly be raised before the Privy Council and was certainly an interesting and somewhat important one, but was not, however, necessary for the consideration of the Court in giving its decision on the present application. His Lordship therefore held that when Judgment was pronounced on the 3rd July that Judgment did involve indirectly the appellant's title to property and also a civil right exceeding \$500 in value, and that, consequently, leave must be given to appeal to the Privy Council as prayed for in the petition.

"The Patentee—Maciver & Co., Limited, DESERVE A NATIONAL MEMORIAL for their excellent inventions."—*Daily Chronicle*—THE WEAVER PEN. THE PICKWICK PEN. THE OWL PEN. THE HINDOO PEN. 1899-2] Waverley Works, Edinburgh

The Prisons Judge consented but added that he also had some doubts as to the time when the appellant ought to have been possessed of the additional shares in order to give him the right to appeal to the Privy Council, but as the word "Judgment" in the rule referred to could be held to mean the final Judgment of the Supreme Court of Hongkong, and at the time that Judgment was delivered, it did indirectly involve the appellant's title to the whole 119 shares of more than the appellable value, he considered the leave asked should be granted.

It was accordingly ordered that leave to appeal should be granted, subject to the usual conditions as to giving security for the costs of the appeal, &c.

SWATOW.

[FROM OUR SWATOW CORRESPONDENT.]

Swatow, 23rd July.

VISIT OF A MAN-OF-WAR.

On the 17th instant the U.S.S. *Princeton* arrived from Hongkong, but unfortunately left us again on the 21st for Amoy. After the arrival of the *Princeton* the German Consul paid his call on board and a salute was fired from the ship, which caused a momentary panic among the crowds of Chinese. As soon as the firing of guns from the *Princeton* was heard the ignorant classes of Chinese started running about the streets, shouting "Tehiang, tehiang," by which they meant that Swatow was in distress, being bombarded. Their fear in that respect was very soon allayed when they discovered the true state of affairs. It nevertheless shows what is in the minds of the Chinese.

A MISSIONARY ATTACKED.

A few days ago while a German Missionary was leaving Chowchow for here, he was attacked by a crowd of rowdies and had his head badly hurt. At the time of writing I could not ascertain as to the cause of the attack on the missionary.

TROUBLE ON NAMOA ISLAND.

I hear that the native Christians there had their houses plundered by the unruly inhabitants that abound there in great numbers. The missionaries reported the matter to the British Consul who sent him and made some strong representations to the Ching Tai of Namoa. The outcome of this was that the man of the British Consulate was seized by the furious crowd of Namoa, who demanded that he be decapitated by the Ching Tai. In the meantime the Chinaman of the Consulate is still kept by the Namoa rowdies.

A BOXER PLACARD.

The *Kingsing*, which arrived here from Newchwang a few days ago, had on board a missionary and his wife who had escaped with their lives only, from the interior of Newchwang. They are making a round trip by the *Kingsing*. The said missionary, who was on shore here, visited the city and saw a placard posted in one of the streets which read that the Europeans will be exterminated on the 1st day of the 8th Moon. This placard is to all appearances the outcome of the Boxer disturbance up North. There is a long time before the 1st day of the 8th moon arrives and I trust by that time everything will be quiet again.

KUNG YI GOING SOUTH.

I hear from a reliable Chinese source that it is reported that Kung Yi is going as Li's successor to Canton. Kung Yi is Prince Tuan's confederate and not by any means friendly to foreigners.

AN ADDITION AND A CORRECTION.

I am informed that the German missionary who was attacked in Chio Newchwang, arrived there in a boat from Kiating, *en route* for here. It appears that a Chinaman was angling in the river of Chowchow, and he accused the boat in which the missionary was of having spoiled his catch, and consequently trouble ensued, during which the missionary was stoned by the Chinese and had his head cut. On arrival here the missionary reported the matter to the Consul and to the Tao-tai.

Asent the trouble on Namoa Island, I have to correct a mistake which I made, to wit, that the man of the British Consulate is not in the hands of the Namoa rowdies, but is for safety in the Ching Tai's yamen.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

LITERATURE FOR THE WOUNDED.

TO THE EDITOR OF THE "DAILY PRESS,"
2, Morrison Hill,
Hongkong, 23rd July.

SIR,—Will you allow me to appeal to the generous people of Hongkong on behalf of our wounded in the North of China? My appeal is for literature. Any thing that will amuse, interest and instruct will be useful. Distinctly religious books and papers will be appreciated by many. Please send parcels marked "North China Field Force," and send them to Messrs. Watson & Co., who has kindly consented to receive such parcels.—Yours, etc.,

C. BONE.

Wesleyan Chaplain.

MISSIONARY SUICIDE AT ARIMA.

On Sunday morning (the 16th inst.), the *Kobe Chronicle* says the wife of Dr. A. Macdonald Westwater, of Liangyang, Manchuria, who recently arrived in Japan, committed suicide at Arima. The deceased lady, who is well known in missionary circles in North China, was, we understand, suffering from mental depression, arising out of exciting experience at Newchwang, just before her departure from China. She had previously suffered from attacks of the same nature, and it would appear that the strain of the last few weeks had caused a return of her malady. We understand that shortly after arrival at Newchwang, she was hurriedly awake one night by an alarm being given that the Boxers were approaching the town and a message was brought that all foreigners were to repair to the Custom-house. From this moment the symptoms re-appeared, ending in the distressing incident at Arima.

NOTICES OF FIRMS.

NOTICE.

THE PROCURATION given to Mr. JOHN NAISMITH on 1st February, 1899, is hereby WITHDRAWN.

Mr. SAMUEL EDMOND BEETON is authorised to SIGN the name of our firm by PROCURATION from this date.

HERBERT DENT & CO. [1892]
Canton, 30th June, 1900.

NOTICE.

WE have This Day ESTABLISHED ourselves in Business, under the Firm Name of SPOONER & WILSON, as GENERAL PASSENGER BROKERS and COMMISSION AGENTS.

Dated the 13th day of July, 1900.

J. J. SPOONER.
H. WILSON.

INTIMATIONS

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1901.

TENDERS will be received by the Government Secretary, Sandakan, on or before the 15th November, 1900, for the following REVENUE FARMS for 1901, or for periods of 2 or 3 years.

OPIMUM FARMS.
SPIRIT LICENSE FARMS.
PAWNBROKING FARMS.
CUSTOMS FARMS (North Borneo only).
GAMBLING RESTRICTION FARMS (North Borneo only).
For particulars, apply to—
Messrs. GIBB, LIVINGSTON & CO.
Hongkong, 11th July, 1900. [1893]

NOW READY.

"MOUNTINGS OF THE NAVAL GUNS

and their subsequent use with the

LADYSMITH RELIEF

COLUMN,"

Being a Lecture by

CAPTAIN PERCY SCOTT,

R.N., C.B.,

and

CAPTAIN A. H. LIMBUS, R.N.

(of H.M.S. *Terrible*).

The book is printed on art paper, within covers, and is ILLUSTRATED with SIX COLOURED MAPS and NINE SKETCHES made from Photographs supplied by Captain Scott.

PRICES:—

With Illustrations \$1.
Bound in Cloth (to order) ... \$1.50
Hongkong, 13th July, 1900. [1750]

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GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUIAR STREET.
Behind Hongkong Dispensary,
Hongkong, 5th April, 1900. [1916]

QUAN WAH & CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1999]

DAVID CORSAIR & SON'S
MERCHANT NAVY
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Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—
Loaded with With Powder
Powder only. and 1 oz of Shot.
Primrose Cases ... \$5.65 \$7.40
Pegamoid Cases ... 6.25 8.00
Ejector Brass Cases. 6.50 8.65
3 per cent discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers, Hongkong. [1877]

PUBLIC COMPANIES

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, BANK BUILDINGS, QUEEN'S ROAD CENTRAL, on TUESDAY, the 7th August, at 12 O'CLOCK NOON, for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 7th August inclusive.

By Order of the Board of Directors.
T. ARNOLD,
Secretary. [1896]
Hongkong, 17th July, 1900.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:—

- 1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.
- 2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged from the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 8th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board.

A. SHELTON HOOPER,
Secretary.

Hongkong, 28th March, 1900. [916]

THE GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the Company's Office, No. 9, Praya Central, TO-MORROW (THURSDAY), 26th of July, at 11 A.M.

LUTGENS, EINSMANN & CO.,
General Agents.

Hongkong, 20th July, 1900. [2020]

HONGKONGICE COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 104 of the Articles of Association, the General Managers have This Day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1900, of Eight per Cent. on the paid up Capital. DIVIDEND WARRANTS payable at the Hongkong and Shanghai Banking Corporation will be issued to Shareholders on SATURDAY, the 25th July.

THE TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 28th inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 19th July, 1900. [2016]

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.HUGHES & HUGHES,
Auctioneers to the Government, and Share
and General Brokers, corner Ico House
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Fine Art, Japanese and Chinese Curios,
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OF
DENTISTRYAT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(Late of Poate & Noble).
Hongkong, 15th September, 1899.

OUR PARIS LETTER.

Paris, 23rd June.

The anxiety and distress about the turn which events may take in China, increase with the fact that reliable information is not forthcoming; hence imagination has full swing. France has many missions in China and of late commercial men have sent numerous young representatives to local centres for trading, and whose movements have been kept secret until now, when their families begin to demand particulars of the whereabouts of their sons. There is not a rift in the clouds so far, competent judges are of opinion that the revolt has been too well organized to be quelled by a decree. The Chinese race has apparently thrown in its lot with the popular cry to "exterminate the foreign devils," not because they propagate their religion, but because they say the old manners and customs of the Celestials. Europeans see nothing definite to be done at present but for all the powers to act in common, the more so as the great danger is common to all. It will be time enough to dispute which the enemy is scotched. Chinese statesmen, of the assumed best type, such as Li-Hung-chang, who has been called in, it is said, as a twelfth hour medicine man, count upon a solution of the dead-lock by playing off the powers against each other. They may find out that they are in presence of other times and other manners. The Western powers' part—not overlooking the important role that Japan takes—is to arm up, take good positions in China, and let it be felt once for all that neither Mandarins nor Manchus will be allowed to organize resistance to modern civilization—which with all its faults, is the better form of government. It will be no easy matter now, to get the Powers away. That will discourage any one playing for his own hand. The waterlogged Empire must not be allowed to drift, or become the chess of any dynasty. Some general ideas ought to be exchanged between the powers to establish a trend for settlement. We know the age of miracles is not yet passed, but to keep all the powers running in harmony is not possible. Disunited for peace, they will not be kept out of war. The largest battalions will have the last word, but the future battlefields will be nearer home. Such is the French view—and dread.

The war in South Africa continues to become secondary in point of importance. The French take but little interest in it since the Boers have collapsed. But the English—commence to be a little disappointed that Lord Roberts does not more quickly wind up the affair. He has 210,000 British soldiers at his command, while the Boers are estimated not to be much more than 15,000, but disseminated as guerrillas. To capture Kruger and his impediments of boxes of bar-gold is an objective to be remembered, and that General French and Ian Hamilton will not lose sight of. But what about General Carrington, and his Australians, that were en route from Rhodesia to assist at the finish? As regards ex-President Steyn, and his resistance in the East, of the Orange River Colony, he is viewed as getting too much rope. It is considered full time for "Boys" to draw the net in that region. Carrying off British patrols and isolated squadrons, though such small successes can have no influence on the issue of the struggle, does not allow of lookers on and those friendly to British successes feeling thoroughly comfortable. Past patriots on the British side want the two ex-Republics to be placed at once under civil administration, and so put an end to the sporadic fighting. To put the details of the indemnity, commence its first repayments, and alongside the temporary occupation by the military, set the army of civilians to work. A pro-Boer newspaper here organized a march past its offices of all those directly associated with the war. There were several real Boers, their unceasingly betokened their nationality; they looked well able to fight from behind shelter, and to be never unpunctual in running away. That is their dashing "slowness." The rumour is that Mrs. Kruger and some of her grandchildren have secured a large manor and farm in Holland. In the public auction mart here, the Hotel Drott, the sale of Dutch curies and articles is well pushed. But the buying public is not inclined to purchase such souvenirs. Evidently some Dutch families are getting rid of their ornamental lumber. Some old Dutch volumes are to be picked up.

Bad weather having set in tells on the prospects of the Exhibition. Visitors cannot either walk about or sit outside in the damp of the evening, admiring cascades of light and luminous billows under such circumstances, that being impossible. The attendance of visitors reflects this state of things; the gloomy prospects in China, and the threatening attitude of the Moors tend to depress the spirits. King Oscar had a very nice time of it, and was well received by the French, although his Desamotte ancestors are not favourites with the French. Not much is expected from the Shah's visit; he cannot add to the material greatness of France. Persia is accepted as Russian on the north, and British on the South; there is no room even for a coaling station of any other power. The International Civil Engineers, under the guidance of their French colleagues, visited the mechanism of the "Movable Platform," or rather platforms, for there are two, one rolling at half the velocity of the other, the rate of speed—all by electricity—is 4 1/2 miles per hour, and worked by 220 or 230 Kilowatts, or in other words 200 to 400 horse power. Uncomplicated, the platform weighs 13 tons, and when occupied by visitors, one ton more. Up till now, the platform has carried two millions of visitors, at 30,000 per hour, at a cost of 45 francs per hour, over a distance of 2 1/2 miles. It has been suggested to utilize the movable platform for the giving of official dinners and recep- tions. Parliament voted liberal grants to the ministers to "entertain" the public and for- eigners; instead the ministers principally take care of their families and friends, then deputies,

senators, and big functionaries. Hence why you meet the same persons at all the banquets and spreads; they are divided into two classes; those asked to dinner, and those only invited to drop in afterwards, and to look at those who have heartily dined, while nibbling small confectionery. Since the company does not change, it is proposed to utilize the movable platform for the guests who are never forgotten for a dinner or reception. Certainly strangers could be much better remembered; however, the priest always christens his own child first.

The Egyptian section at the Exhibition was inaugurated under the auspices of Prince Mohamed Ali Pasha. The visitors first enjoyed a loving cup of champagne—the Koman was forgotten, and then the guests penetrated into a vast temple, the model of Danab, in Nubia, one of the most beautiful specimens of the ancient architecture of Egypt. The rooms in the pylons are situated on the Trocadero, and contain specimens of agricultural and manufacturing products, of arms, jewellery and carpets from the Soudan. Beneath the temple we passed into a series of rooms, each represented a sepulchre of some member of a royal family of ancient Egypt, fitted up with all the funeral appliances for the occupiers' long homes. There was a mummy in each room. Next was a visit to the Omakia, or Bazaar, full of all the gimcracks, up to date, prepared in Egypt. In the side galleries were numerous cinematographs, illustrating Cairo life and manners. A surprise was in store for visitors, a native theatre, with 200 artists from Egypt—not one from Batigelles—who acted and sang to an orchestra represented by a violin and a reed flute. The performers included all the dwellers beyond Mesopotamia. The singing recalled Grégorian chants, the dances and the sword exercises were admirable; but there was one scene that decency commands to be suppressed.

In the Hygienic Palace, the visitor should not neglect to make a pilgrimage to the *Salle Pasteur*. There will be seen all instruments employed by the great scientist in the execution of his marvelous discoveries. The microscope can be observed in all phases of discovery, through all the stages of fermentation. Food is exhibited just as it is changed by the microbes, and the action of the latter's great family in connection with disease. In the glass cases are exhibited the pathological action of microbes or bacteria, in contagion, epidemics, and endemics. Hydrophobia has a stall to itself; there are exhibited the spines of the rabbits first employed in the production of the vaccine against the rage. A suspended table sets forth that within 18 years 21,634 bitten persons by mad dogs were treated, out of which verobit 89 deaths, or 0.45 per cent. That speaks volumes.

France is busy preparing for her great naval display, to be held in honour of the Czar's expected visit; all nations have been invited to witness the gala scene, but it is to be hoped that they will not make their presence so short as did France and Russia at the Alaska rendezvous. England will be there, and if necessary, she will fit out a special "Reserve Fleet" to do honour to the occasion. That will be a good preparation for the "Alfred Review" next year by the British Empire. Now is the time, when every nation, worth its salt, must display its defensive and offensive strength. Only the "patios" of a blow carries weight now-a-days.

The death of the Prince de Joinville leaves no void. Since years he has been practically dead to society. He was 82 years of age, and was the third son of King Louis Philippe. He had the misfortune to be very deaf—he belonged to the French navy, and it is said that to enable him to "hear something" a pack of wild boar hounds was kept to execute barking. He also indulged in amateur cannon firing, perhaps for the same reason. He was very popular. He was buried along side his father, at the Droux cemetery.

The French now conclude that since England has decided to utilize her imperial forces, the sending of Indian troops to China will seriously modify the situation, and will cause Russia to be neither too impetuous nor ravenously ambitious. The French think a great deal of the Indian troops, especially those of the North Western regions; many impartial judges consider them even much better than the Muscovite Asiatics. Then the Indians will always be supported by soldiers from the Motherland. What work Britain has cut out for her war-trained South African army puzzles the French. They count upon being attacked, perhaps, as the English anticipate an invasion by the French. One fact is very clear, the enormous prestige which England has attained by the display of her resources, is telling on the Continent, in France particularly. In order to be respected now-a-days, a nation must be strong, and ready to strike. The days for floundering in parliamentary or diplomatic palaver are past.

Quite a little rebellion has broken out on the part of many railway travellers, who object to having their tickets perforated as a means to prevent fraud. The hands of porters are not always clean, they maintain, and are likely to cause the "Scotch tides." The railway Companies will not hear of such a fad, and intend to be down on such passengers.

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Those who have suffered year after year with Rheumatism will be glad to hear of a remedy that has proved an absolute specific. There are no conditions of Rheumatism, no matter how severe nor from what cause, that cannot immediately be relieved and permanently cured by Little's Oriental Balm. People who have tried a hundred remedies, liniments, and doctors are apt to be resigned to their fate. They come to believe that there is no such thing as a cure for Rheumatism. They have been disappointed so many times that another trial seems almost useless. To all such we say, try Little's Oriental Balm faithfully and patiently and you will soon rejoice at the return of your precious health. Many a person was cured through Little's Oriental Balm by the use of a single bottle, others have used from 3 to 6 bottles to obtain the same result. In only very rare and exceedingly obstinate cases were more than 6 bottles necessary. Sold at 2/- per bottle. Agents for Hongkong—THE VICTORIA DISPENSARY, LD.

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THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found most efficacious, affording prompt relief where other well-tried remedies have been powerless.

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THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/0 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on red ground) allied to every genuine package, by order of Her Majesty's Hon. Commissioners, and without which is a forgery.

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OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ORESTES"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th July, 1900.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"RHEPUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th July, 1900.

NOTICES TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW LIVERPOOL AND STRAITS.

S.S. "AFRIDI."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 21st July, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, POME, PORT SAID, ADEN, KARRACHI, BOMBAY AND SINGAPORE.

THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Yarn will be landed at Lap-Sap-Wan Godown Lot No. 1295/6.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 25th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELEK & CO., Agents.

Hongkong, 22nd July, 1900.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL," FROM BOMBAY, COLOMBO, AND

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex s.s. India, Parramatta and Arabia.

From Australia, ex s.s. Oceania.

From Madras, ex s.s. Zamania.

From Persian Gulf, ex s.s. Mahomudi, H. Balkow, Assyria and Kilwa.

From Zanzibar, &c., ex s.s. Nizam.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-DAY.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	STENTOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	To-day.
LONDON AC. VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 4th Aug., at Noon.
LONDON VIA SUEZ CANAL	CALPHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th Aug.
LIVERPOOL DIRECT	RHIPPES	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On 21st Aug.
BREMEN, VIA PORTS OF CALL	SARPELON	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On 10th Aug.
MARSEILLES, AC. VIA PORTS OF CALL	STUTTGART	Ger. str.	—	Grosch	MELCHERS & CO.	Quick despatch.
MARSEILLES, LONDON & ANTWERP, V. S. POPE, &c	TONKIN	Fren. str.	—	Dupuy Frongy	MESSAGERIES MARITIMES	On 30th inst., at 1 P.M.
MARSEILLES, AC. VIA S. POPE, &c	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
MARSEILLES & LONDON	WAKABA MARU	Jap. str.	—	G. W. Macmillan	NIPPON YUSEN KAISHA	On 10th Aug., at Daylight.
HAVRE & HAMBURG	BANCA	Brit. str.	—	G. W. Babet	P. & O. S. N. Co.	On or about 14th Aug.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Hoff	CARLOWITZ & CO.	On or about 26th Aug.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 4th Sept.
HAVRE & HAMBURG	MARNBURG	Ger. str.	—	Blinzer	CARLOWITZ & CO.	On or about 13th Sept.
NEW YORK VIA SUEZ CANAL	SAXONIA	Brit. str.	—	Krech	CARLOWITZ & CO.	On or about 30th Sept.
NEW YORK VIA SUEZ CANAL	ACARA	Brit. str.	—	Petersen	SHEWAN, TOMES & CO.	On 28th inst.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On or about 4th Aug.
NEW YORK VIA SUEZ CANAL	EICHMOND CASTLE	Brit. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	On or about 24th Aug.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 20th Aug.
VICTORIA, B.C., & Tacoma V. Amoy &c	BRECONSHIRE	Brit. str.	—	G. E. Elliott	DODWELL & CO. LIMITED	On 28th inst.
VICTORIA, B.C., &c, via SHANGHAI, &c	IDZUMI MARU	Jap. str.	—	M. J. Curzon	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
VICTORIA & VANCOUVER, B.C., via MOI, &c	TAMTAR	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 15th Aug.
VANCOUVER, via SHANGHAI, &c	EMPERESS OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 8th Aug.
PORTLAND, OREGON, &c	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 4th Aug.
SAN FRANCISCO VIA SHANGHAI, &c	DORIC	Brit. str.	—	O. & O. S. S. Co.	O. & O. S. S. Co.	On 7th Aug., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	NIPPON MARU	Jap. str.	—	TOYO KISEN KAISHA	TOYO KISEN KAISHA	On 16th Aug., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	CHINA	Amr. str.	—	PACIFIC MAIL S. S. Co.	PACIFIC MAIL S. S. Co.	On 31st inst., at Noon.
SAN DIEGO, &c, via FOCHOW, KOBE, &c	CARLISLE CITY	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 6th Aug.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	ELLS	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	ELLS	GIBB, LIVINGSTON & CO.	On 14th Aug., at 5 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	MOSE	BUTTERFIELD & SWIRE	On 15th Aug., at 4 P.M.
YOKOHAMA, via NAGASAKI & KOBE	MUNCHEN	Ger. str.	—	Krebs	MELCHERS & CO.	On 4th Sept., at Noon.
KOBE & YOKOHAMA	KOWALLA	Brit. str.	—	C. H. S. Touque, R.N.R.	P. & O. S. N. Co.	On or about 4th Aug.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 3rd Aug., at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
SHANGHAI	ERNEST SIMONS	Fren. str.	—	DEPRINDE	MESSAGERIES MARITIMES	On or about 30th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	CHUSAN	Brit. str.	—	C. T. Denny	P. & O. S. N. Co.	On or about 3rd Aug.
SWATOW, AMOY & FOCHOW	WEIMAR	Ger. str.	—	H. Mayer	MELCHERS & CO.	Quick despatch.
SWATOW, AMOY & TAMSUI	HAITAN	Brit. str.	—	Roach	DOUGLAS LAPELLE & CO.	To-morrow, at 10 A.M.
SWATOW, AMOY & TAIWANFOO	TAMSI MARU	Jap. str.	—	S. Nagata	MITSUI BUSSAN KAISHA	On 29th inst., at Daylight.
MANILA	ANPING MARU	Jap. str.	—	I. Sato	MITSUI BUSSAN KAISHA	On 8th Aug., at Daylight.
CEBU & ILOILO	YUENSANG	Brit. str.	—	Rolf	JARDINE, MATHESON & CO.	To-morrow, at 5 P.M.
CEBU & ILOILO	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
SINGAPORE, PENANG, & CALCUTTA	KAIFONG	Brit. str.	—	Pennelther	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SAMARANG & SOERABAYA	KASHING	Brit. str.	—	Hopkins	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
	KUMSANG	Brit. str.	—	Payne	JARDINE, MATHESON & CO.	On 27th inst., at Noon.
	KANSU	Brit. str.	—	Somerville	BUTTERFIELD & SWIRE	To-morrow, at Noon.

SHIPPING.

ARRIVALS.
 July 23, MICHAEL JENSEN, German str., 710, Jesson, Pakhoi 21st July and Hollow 22nd, General.—JENSEN & CO.
 July 24, STENTOR, British str., 4,308, C. Jackson, Fookow 21st July, General.—BUTTERFIELD & SWIRE.
 July 24, YAWATA MARU, Japanese str., 3,816, A. E. Moses, Nagasaki 20th July, General.—NIPPON YUSEN KAISHA.
 July 24, KAIFONG, British str., 1,024, G. W. Pennelther, Cebu 20th July, Hamp.—BUTTERFIELD & SWIRE.
 July 24, TAIHUN, Amr. str., 1,216, Pattison, Shanghai 20th July, General.—CHINESE.
 July 24, HAITAN, British str., 1,183, Roach, Fookow, Amoy and Swatow 23rd July, General.—DOUGLAS LAPELLE & CO.

CLEARANCES.

At the Harbour Master's Office.
 23rd July.
 Hongkong, French str., for Hainan.
 Sundken, German str., for Sundken.
 Chiquen, Amr. str., for Shanghai.
 Hue, French str., for Kwong-chow-wan.
 Crown of Aragon, British str., for Fookow.
DEPARTURES.
 July 23, WINOSANO, British str., for Canton.
 July 24, BALLABAT, British transport, for Tain.
 July 24, PIET-KIN, Dutch cruiser, for Tientsin.
 July 24, KONG BENG, British str., for Bangkok.
 July 24, BENLID, British str., for Nagasaki.
 July 24, SULLBERG, German str., for Canton.
 July 24, BENMOH, British str., for Singapore.
 July 24, MENMUIR, British str., for Manila.
 July 24, APRIDI, British str., for Shanghai.

VESSELS IN DOCK.

Kowloon Docks.—U.S.S. Monterey, Chang-sha, Argus, Tielehong, Wuchow, Triton, Aigou, Pelous.
 Cosmopolitan Dock.—Goodwin.

SHIPPING REPORTS.

The British steamer *Kuyfong*, from Cebu 20th July, had light to moderate N. N.E. and N.E. winds, smooth sea and fine, clear weather.
 The American steamer *Taiwan*, from Shanghai 20th July, had light southerly winds and fine weather. July 20th spoke *Anping* from Canton for Shanghai. July 21st spoke transport *Unit*, No. 6, and July 22nd, transport No. 7, off South of Hieshan.
 The British steamer *Haitan*, from Fookow, Amoy and Swatow 23rd July, had moderate S.W. breeze and sea, fine and clear weather at Amoy. From Amoy to Swatow light S.W. breeze, smooth sea, fine and clear weather. From Swatow to port light S.W. to S.W. breeze, smooth sea, fine and clear weather. Vessels in Amoy.—Charterhouse, U.S.S. Princeton and one Japanese gunboat. In Swatow.—Kongwai, Singan, Hoilow and Kuian.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.
 FOR LONDON VIA SUEZ CANAL.
 THE Company's Steamship
 "STENTOR,"
 Captain Jackson, will be despatched as above TO-DAY, the 25th inst.
 For Freight, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 23rd July, 1900. 1758
IMPERIAL GERMAN MAIL LINE.
 STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
 THE Imperial German Mail Steamship
 "WEIMAR,"
 OF THE NORDDEUTSCHER LLOYD,
 Captain H. Mayer, due here with the outward German Mail about the 25th inst., will leave for the above places about 24 hours after arrival.
 NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO., Agents.
 Hongkong, 23rd July, 1900. [8]
CHINA NAVIGATION COMPANY, LIMITED.
 FOR SAMARANG AND SOERABAYA.
 THE Company's Steamship
 "KANSU,"
 Captain Somerville, will be despatched as above TO-MORROW, the 26th inst., at Noon.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 23rd July, 1900. 2055
VESSELS ON THE BERTH
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship
 "YUENSANG,"
 Captain Rolf, will be despatched as above TO-MORROW, the 26th inst., at 5 P.M.
 This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., General Managers.
 Hongkong, 21st July, 1900. [2045]
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "KUMSANG,"
 Captain Payne, will be despatched as above on FRIDAY, the 27th inst., at NOON.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., General Managers.
 Hongkong, 20th July, 1900. [2025]
NIPPON YUSEN KAISHA.
 FOR MANILA.
 THE Company's Steamship
 "YAWATA MARU,"
 (3,800 tons gross, Captain A. E. Moses), will be despatched for the above port on FRIDAY, the 27th inst., at 4 P.M.
 This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.
 Return tickets issued by this Company are available for return by steamers of the other Lines.
 For Freight or Passage, apply to
 A. S. MIHARA, Manager.
 Hongkong, 18th July, 1900. [2014]
SHEWAN, TOMES & CO.'S NEW YORK LINE.
 FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship
 "ACARA,"
 will be despatched for the above port on SATURDAY, the 28th inst.
 For Freight, apply to
 SHEWAN, TOMES & CO., Agents.
 Hongkong, 10th June, 1900. 1994
THE OSAKA SHOSEN KAISHA, LIMITED.
 FOR SWATOW, AMOY, AND TAMSUI.
 THE Company's Steamship
 "TAMSI MARU,"
 Captain H. Nagata, will be despatched for the above ports, on SUNDAY, the 29th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 23rd July, 1900. [15]
COMPAGNIE DES MESSEGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.
 FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
 THE Company's Steamship
 "ERNEST SIMONS,"
 Captain Durande, will be despatched for the above Ports on or about MONDAY, the 30th inst.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX, Agent.
 Hongkong, 24th July, 1900. [2]
CHINA NAVIGATION COMPANY, LIMITED.
 FOR CEBU AND ILOILO.
 THE Company's Steamship
 "KASHING,"
 Captain Hopkins, will be despatched as above on TUESDAY, the 31st inst.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 24th July, 1900. 2047

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 27th July, at DAYLIGHT.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	FRIDAY, 27th July, at 4 P.M.
IDZUMI MARU M. J. Curzon	VICTORIA, B.C., and SEATTLE, U.S.A. via SHANGHAI, KOBE and YOKOHAMA	MONDAY, 30th July, at 4 P.M.
KAWACHI MARU J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 3rd Aug., at DAYLIGHT.
WAKABA MARU J. B. Macmillan	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 10th Aug., at DAYLIGHT.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA, Manager.
 Hongkong, 23rd July, 1900. [12]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.				FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.			
Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
BRECONSHIRE	3,567	G. E. Elliott	July 28	MONSHIRE	2,872	J. Kennedy	Aug. 4
VICTORIA	3,502	F. Panten	Aug. 2	BAEMAR	3,501	W. Watt	Aug. 25
QUEEN ADELAIDE	2,832	F. McNair	Aug. 20	ABOYLE	2,907	W. S. Thomson	Sept. 20
DUKE OF FIFE	3,821	J. S. Cox	Sept. 5	MONSHIRE	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £47.
 Excellent accommodation. First class Table, Doctor and STEWARDESSES carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG to NEW YORK, £41.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, £28.
 The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYER and St. MICHAEL.
 HONGKONG to YELLOWSTONE PARK and BACK, £65 10s. 0d.
 This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINNABAR and return, Sleeping and Dining Car accommodation, TACOMA or PORTLAND to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.
 These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.
 For round trip can be made within three months.
 Rates of Passage to other Ports on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO. LIMITED, General Agents.
 Hongkong, 24th May, 1900. [19]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	CHUSAN	About 3rd	Freight or Passage.
	C. T. Denny	August	
LONDON, &c.	COROMANDEL	Noon, 4th	See Special Advertisement.
	F. W. Vibert, R.N.R.	August	
YOKOHAMA VIA NAGASAKI AND KOBE	ROHILLA	About 4th	(Passing through the Inland Sea). Freight or Passage.
	C. H. S. Touque, R.N.R.	August	
MARSEILLES and BANGA	BANCA	About 14th	Freight.
LONDON	G. W. Babet	August	

For Further Particulars, apply to
 A. N. MARSHALL, Acting Superintendent.
 Hongkong, 18th July, 1900. [1]

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
 "EMPERESS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 8th Aug., 1900.
 "EMPERESS OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 29th Aug., 1900.
 "EMPERESS OF JAPAN," Comdr. G. A. Lee, R.N.R., WEDNESDAY, 26th Sept., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder Street.
 Hongkong, 10th July, 1900. [9]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG Capt. Pfaff	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 26th Aug.
SIBIRIA Capt. Braun	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 4th Sept.
MARBURG Capt. B. Binzer	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 15th Sept.
SAXONIA Capt. Krech	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th Sept.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,
 AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 10th July, 1900. [18]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
STUTTGART	THURSDAY	30th July.
KONIG ALBERT	THURSDAY	28th August.
WEIMAR	THURSDAY	23rd August.
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Line)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
HAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.

ON THURSDAY, the 26th day of July, 1900, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain Grosch, with MALE PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 24th July. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 25th July, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 25th July.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 14th July, 1900. [8]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG." Captain Pennefather, will be despatched as above on SATURDAY, the 28th instant, at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer. A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd July, 1900. [1928]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITE, PANAMA AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th July, 1900, at 1 P.M., the Company's Steamship "TONKIN," Captain Dupuy Fromy, will leave this port for MARSEILLES via Ports of call, WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office. G. DE CHAMPEAUX, Agent. Hongkong, 17th July, 1900. [2]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

*ALGOA (via Moji, Kobe, Yokohama & Honolulu) THURSDAY, Aug. 2, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, CO. VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building. C. L. GORHAM, Acting Agent. Hongkong, 25th July, 1900. [3]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above port on or about the 20th August. For Freight, apply to DODWELL & CO., LD., Agents. Hongkong, 23rd July, 1900. [2054]

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHEFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug. S.S. "SMITH" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO AND SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 10th July, 1900. [14]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

Cortic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building. C. L. GORHAM, Acting Agent. Hongkong, 14th July, 1900. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 5th July, 1900. [1912]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPHEUS"

will be despatched as above on TUESDAY, the 21st August. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 14th July, 1900. [1983]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEY, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 4th August, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent. Hongkong, 23rd July, 1900. [1]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. ELOMAN & Co., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA,"

Capt. Petersen, will be despatched for the above port on or about 4th August. For Freight, apply to CARLOWITZ & CO., Agents. Hongkong, 12th July, 1900. [1617]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR," Commander H. PIUS, R.N.E.,

4,425 Tons Gross Register. Will be despatched on or about Wednesday, 15th AUGUST, 1900.

For VICTORIA AND VANCOUVER, B.C., VIA MOJI, KOBE AND YOKOHAMA (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent. Hongkong, 21st July, 1900. [1911]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

THE Twin Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on THURSDAY, the 16th August, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building. C. L. GORHAM, Acting Agent. Hongkong, 23rd June, 1900. [5]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"

Captain Bartlett, will be despatched as above on THURSDAY, the 7th August. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 30th June, 1900. [1865]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd July, 1900. [2048]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI,"

Captain W. E. Craven, will be despatched as above on or about the 24th August. For Freight, apply to JARDINE, MATHESON & CO., Agents. Hongkong, 20th July, 1900. [2026]

NORDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FISCHEHAFFEN, HEBBERSHOE, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon.

THE Steamship

"MÜNCHEN,"

(4,536 Reg. Tonnage). Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to MELOERS & CO., Agents. Hongkong, 19th July, 1900. [2018]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

GLENSHIRE, British bark, Burns—Sander, Wieler & Co.

J. P. HITCHCOCK, Amr. ship, Gates—Siemens & Co.

R. C. RICKMEYER, German ship, Otto—Arnhold, Karberg & Co.

VALE OF DOON, British bark, Petersen—Sander, Wieler & Co.

THE

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WE HAVE A SMALL QUANTITY OF

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FOR SALE.

PRICE ... 75 Cents each.

THE Plans show the latest extensions in the

Foreign Settlements at Tientsin, position of the Public Buildings, &c.

Printed by Messrs. JOHN BARTHOLOMEW AND Co., Edinburgh.

"DAILY PRESS" OFFICE. Hongkong, 17th July, 1900. [199]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA.

HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899. 1765

THE CHRONICLE AND DIRECTORY

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.

FOR 1900

THE THIRTY-EIGHTH ANNUAL ISSUE.

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BEKANNTMACHUNG.

DE BEKANNTMACHUNGEN aus dem deutschen Handelsregister sowie andere gesetzlich vorgeschriebene Veröffentlichungen werden in Jahre 1900 durch den "OBERLANDSCHAFTS LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Svatov, den 19. December 1899. DER KAISERLICHE DEUTSCHE KONSUL i. v. H. VON VARCHMIN.

TO LET.

"THE EYRIE."

AT the PEAK, close to summit, delightfully cool and healthy.

TO BE LET, FURNISHED. Immediate possession can be had.

For Particulars, apply to—B. C. WILCOX, 8, Beaconsfield Avenue. Hongkong, 15th June, 1900. 1757

TO LET.

A FOUR-ROOMED HOUSE in Kowloon. Low Rental.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LIMITED. Hongkong, 28th June, 1900. [1871]

TO LET.

OFFICE and SHOP in BEAconsfield ARCADE.

Apply to—TAM HO, No. 10, Beaconsfield Arcade. Hongkong, 23rd July, 1900. [2049]

TO LET.

"HARFORD"—MAGAZINE GAP.

ONE LARGE ROOM (THIRD FLOOR) QUEEN'S BUILDINGS.

13, PRAYA CENTRAL, Rooms on 2nd Floor. A GODOWN in DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 18th June, 1900. [61]

TO LET.

FIRST FLOOR OFFICES, Central position.

Apply to—CUACO, Care of Daily Press Office. Hongkong, 27th June, 1900. [1844]

TO LET.

A FURNISHED HOUSE at MORRISON HILL, with immediate possession.

For Particulars, apply to the undersigned. H. J. GEDGE, 12, Queen's Road Central. Hongkong, 26th June, 1900. [1831]

TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS.

Apply to—S. J. DAVID & CO. Hongkong, 10th July, 1900. [1945]

TO LET.

NOS. 134 and 136, QUEEN'S ROAD EAST, now in the occupation of the Royal Naval Seamen's Club.

Apply to—Linstead & Davis. Hongkong, 13th July, 1900. [1084]

TO LET.

